

RS. SIDLEY, of Torrington, Conn., Suffered from just such a complica-tion of diseases as the extensive experience and investigations of Dr. Mile periegre and investigations of Dr. Miles have proven, result from impairment of the nerrous system. Mr. Jas. B. Sidley writes Oct. 23, 1895; "My wife was taken sick with neuralist of the heart, negrous exhaus-tion and liver trouble. Although attended previagia of the Beart, activous exhaustion and liver trouble. Although attended by two physicians she grew worse, until sho was at death's door. I then began giving her Dr. Miles' Restorstive Nervine and Dr. Miles' Now Heart Cure, and she improved so, wonderfully from the first that I at once dismissed the physicians. She now eats and sleeps well and does her own housework We have recommended your remedies to a great many in our city, and every one has been very much benedited by them."

Dr. Miles' Remedies are soil by all druggists under a positive guarantee, first bottle benedits or money refunded. Hook on Heart and Nerves sent free to all hip licents.



Nerves sent free to all applicants.
DR. MILES MEDICAL CO; Elkhart, Ind.

CATARRH CATARRH

or any other urious drug.



HOUSEFURNISHING GOODS.

25 CENTS EACH YEAR

IS ALL IT COSTS TO SWEEP WITH A

GENUINE

Bissell Carpet...

SAVES CARPETS, SAVES DUST, SAVES MONEY, SWEEPS EASIER. SWEEPS CLEANER.

than any Broom or other Sweeper made, he sure and get the genuine. We have

Nesbitt & Bro.,

1312 Market Street A MERICAN BEAUTY.

You must see the American Beauty Stove in operation at our store. You can con-vert it from a Gas to a Coal Stove in one minute. No Plumber's Bill.

GEO. W. JOHNSON'S SONS. 1210 Main Street

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G. LAMB. Pres. JOS. SEYBOLD, Cashler. J. A. JEFFERSON, Asa't. Cashler.

BANK OF WHEELING

CAPITAL \$200,000, PAID 152 WHEELING, W. VA.

DIRECTORS.

Allen Brock, Joseph F. Pawlki James Cummins, Joseph Scyboll, Joseph Scyboll, Joseph Support, Joseph Scyboll, Joseph Support, Joseph Scyboll, Joseph Support, J

BANK OF THE OHIO VALLEY.

WILLIAM A. ISETT. President WILLIAM II. SIMPBON...Vice President Drafts on England, Ireland, France and Germany.

DIRECTORS. DIRECTORS,
William A. Inett, Mortimer Pollock,
J. A. Miller, William B. Simpson,
John K. Botsford,
John K. Botsford,
J. A. MILLER, Cashter.

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CAPITAL \$300.000.

DIRECTORS.

J. N. Vance, George E. Stifel, J. M. Brown, William Ellingham, John 1r. W. H. Frank, V. E. Stone, Stand and all point in Europe, L. E. SANDS, Cachter.

B. & O. MISMANAGEMENT.

The Question of Responsibility for Its In-solvency-A Statement by Mr. Keyser. The following article appears in the Baltimore San of Saturday, from the near of Wilson. pen of William Keyser, long known as

near the baltimore Sun of Saturday, from the pen of William Reysc, long known as one of the Baltimore & Ohlo's åblest executive officers;

"When the writer was in London recenity, Lord Bothschild, the head of one of the greatest banking houses of that city, said to him that there were two filings in connection with American railway management which needed radical reform before confidence on the part of foreign investors in American securities could be restored. The one was the abolition of the one-man power in the President, and the other a more rigid guerylion by competent and eligible treested experts of the system of the Baltimore & Ohlo Railroad Company, Just issued, strikingly confirms the correctness of this report, based upon a somewhat accurate knowledge of this company's affairs and its history, induces me to call the attention of the investing public to this striking instance of American railway mismanagement, ending in almost unparailleed

of this company's affairs and its history, induces me to call the attention of the investing public to this striking instance of American railway mismanagement, ending in almost unparalleted financial disaster, and, what to every right-minded man is far worse, resulting in besmirching the reputation of the city whose name is so prominently identified with this great work.

"When we look at the facts in this case and consider the character and reputation of the men to whom the management of this property was consided and the outcome of it all, one is disposed to ask if there is anything inherent in the American Railway system which clouds the intellect and so warps and biases the judgment as of necessity to cause facts to be perverted and fagures to be jugsfed with. Unfortunately, this is not the first investigation to which the affairs of this company have been subjected within late years, nor is it the first investigation to which the affairs of the accuracy of its accounts has been called in question and clearly shown to be unreliable and untrustworthy.

"In 1883 a committee of investigation, of which I was chairman, after an exhaustive examination, wrote off as worthless some twenty-five millions of dollars which, as an asset, never had an existence, and which only unsound in principle, but unknown in any correct system of book-keeping.

"At the time of this examination the commany resulted and changes made in the mode of keeping the accounts, so as to make them conform to the latest and most approved standard of railway book-keeping. That the expert them secured was in every way qualified for this task no one who knows him can doubt. He has remained in the service of the company as its comproller ever since, and yet, at the end of seven years Mr. Little, another expert accountant, has just furnished the public with a detailed report of the company's affairs, covering this period, the public with a detailed report of the company's affairs, covering this period, the public with a detailed report of the

expert accountant, has just furnished the public with a detailed report of the company's affairs, covering this period, the correctness of both the figures and conclusions of which are perfectly apparent to any one capable of analyzing it), in which he clearly shows that every statement furnished the public during these seven years has been grossly misleading and incorrect—the outcome of a persistent system of theoretical book-keeping and dealing with figures to make them suit the supposed emergencies of the case as each annual report was issued.

"When we consider that as inte as 1888 the surplus fund of this company, representing capital deriveds from varnings, which, to further use the language of the annual reports, was not represented by stocks or bonds, amounted to nearly fifty millions of dollars, and that the capital stock, including both first and second preferred, was less than twenty millions, and that no distribution of this infimense so-called surplus has ever been made, and for the period of nearly one-half of the intervening time no dividends were paid in cash, and then, if possible, realize that the company is now in the hands of receivers, unable to meet by obligations, with a floating debt stated by Mr. Little at upward of sixteen millions of dollars, to be provided for, the so-called surplus fund having vanished into thin air, and the shares of

ing public rests somewhere cannot be dended. Whilst during a part of the time under review business conditions were not favorable for railroad earnings, it is well known that well-managed properties have held their own and that a diminution or temporary loss of dividends has been the only disadvantages the stockholder has labored under.

bored under.
"I think in the case of the Baltimore & Ohio Railroad Company, the one-man

currency to this company's reports and inspire confidence in its management. Whilst the public at large were openly criticising the statements and the business methods in vogue, these directors, who were the responsible parties, seem to have contented themselves to remain in profound ignorance of the nature and bearing of the large transactions which have resulted in saddling upon the concern immense losses and untoid complications and of the system under which the accounts were being handled, and apparently entirely indifferent as to the correctness or character of the reports for which they were responsible.

"The first step toward remedying the evils of the past is, in my judgment, to determine clearly to what they are attributable, and I believe the incompetency and inefficiency of the board of management lies at the bottom of the Baltimore & Ohlo Italiroad Company's past quroubles. When the chairman of the finance committee of a great corporation will content himself to remain in absolute ignorance of the financial condition of his company and deliberately close his eyes when the after is full of damaging rumors as to its condition it seems to me the time has come when linance committees and their chairmen are no longer wanted, and the same may be said of boards of directors. A wholesome lesson may be learned from the past and the evils to some extent offset if a radical change can now be innugurated so that in the future this and other similar companies can be managed by men who accept positions, recognizing their responsibility to the public and who will see to it that no reports of the president and directors are issued without at least ordinary precaution and diffigence being used to make sure that the figures presented are based upon some well-recognized principle of book-keeplas."

COQUETTES AS BENEFACTORS. Creatures of Infinite Tact, Their Interest In Men is Genuine.

In Men is Genuine.

From Lippincott's: From an ethical standpoint, at the risk of appearing paradoxical, I will go so far as to assert that the coquette is your true philanthropist. To begin with, she is generally a "men's woman," That term immediately generates a prejudice in all well-regulated minds; and yet, why should it? Charles Dudley Warner says of her, "She is a happy combination of qualities somewhat difficult to describe."

Mrs. Racket says: "A creature for

to describe."

Mrs. Racket says: "A creature for whom education has done much and nature more. She has faste, clegance, spirit and understanding." Warner says, "She is all this and more. To begin with she to old enough to know her world thoroughly; yet though she need never have been beautiful, she

must have kept her youth. She is in no sense a light woman; neither is she over-intellectual; she would not speak Greek even if she could. She is a creature of infinite tact, whom every outward semblance of n man interests profoundly. With him she is always at her bart wards. profoundly. With him she is always at her best and she contrives to get out of him the best there is. She listens well and grows sympathetic as she

of hin the best there is. She listens well and grows sympathetic as she listens.

"Has he a special weakness? She half tempts him to believe it is a virtue. An udept in the subtlest forms of flattery, she would force the meanest of us to shine, even when he is ill at case. And yet, above all, she remains sincere. Her interest in him is real and survives the fleeing moment. He is a man; that is to say, for her, the brightest page in nature's book. She respects convention, knowing well when she may venture to be unconventional; yet she is unapproachable and irreproachable. In return he adores her."

George Ellot says, "One's self-satisfaction is a kind of untaxed property, which it is very unpleasant to find depreciated." The meansurements of the depreciated." The meansurements of the self-sation is a kind of untaxed property, which it is very unpleasant to find depreciated." The meansurements of the self-sation is a similar of the self-sation of the

faction is a kind of untaxed property, which it is very unpleasant to find depreciated." The men's woman with a word or a gesture or a look conveys to let companion the conviction—you interest me, not so much for the sake of pleasing, as because it is true. Can such conduct be actuated by any other motive than those of the purest and truest philanthropy?

IT TRAVELS FAST.

Good News in Wheeling Travels Nearly at

Have you heard it? Heard the good news? Heard your neighbors talking about

If means a new back or an old one, Not necessarily old in years, But old in misery. By an old back we mean a bad back, Bad backs are numerous.

Some lame, some weak or aching. Most back troubles come from t

Some lame, some wear or meaning.
Most back troubles come from the
kidneys.
Doan's Kidney Pills cure them all.
They reach the cause.
They cure urinary troubles,
Is the cure lasting?
Wheeling people say so.
That's pretty good proof.
Here's another case:
Mr. G. V. Burkett, of No. 20 South
Wabash street, for twenty-five years
past employed at the Wheeling and
Belmont Bridge Company's works,
says: "For several years past my kidneys have been in a bad condition, my
back was so weak and sore that when I
stooped over I could scarcely straighten up. On several occasions I have
been taken so badly when at work that

way with one's every day work."
Doan's Kidney Pills are for sale by all dealers. Price 50 cents per box. Mailed by Foster-Milburn Company, Buffalo, N. Y., sole agents for the United States.

FINANCE AND TRADE The Features of the Money and Stock

The Features of the Money and Stock Markets.

NEW YORK, Dec. 12.—Money on call easy at 1½ per cent; prime mercantile paper 466 per cent. Sterling exchange steady, with actual business in bankers' oills at \$4 85½ 94 85½ for demand and \$4 83½ 94 83½ or sixty days; posted rates \$4 85½ 94 83½; commercial bills \$4 83½ 878 8199 65%. Marketn

kansas & Texas preferred.
Lake Erie & Western.
do preferred.
Lake Shore.
Lead Trust.
Lead Trust.
Lead Trust.
Lead Trust.
Missourt Pacific.
Nashville & Chattanooga.
National Cordage.
do preferred.
New Jersey Central.
Norfolk & Western preferred.
Northern Pacific.
Northern Pacific.
Northwestern.
do preferred.
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do preferred.
Northwestern.
Hopping Pacific Control.
New York Central.
New York Central.
New York Central.
New York & New England.
Oregon Navigation.
Practic Mail.
Pittsburgh.

Rock Island.
St. Paul.
de preferred.
St. Paul.
de preferred.
St. Paul & Omaha.
de preferred.
Sugar Relinery.
Tennessee Coul & Iron.
Texas Pacific.
Tolesto & Ohlo Central preferred.
Union, Pacific.
United States Express.
Wabash, St. Louils & Pacific.
de preferred.
Wells Fargo Express.
Wells Fargo Express.
Wells Fargo Express.
Wells Fargo Express.
General Electric.
U. S. Leather preferred.
General Electric.
U. S. Leather preferred.
Tobacco.

Hreadstuffs and Provisions.

CHICAGO—Wheat started strong today and remained so, closing at an advance of ic per bushel. Foreign news
and especially that to the poor Argentine crop outlook was the leading motive for the advance. Corn and oats
were easier, decilining about ¼c each.
Flour—Steady: winter patent \$4 506
4 75; straights \$4 204 60; spring patents \$4 1549 50; straights \$3 7564 00;
bakers' \$3 1063 50.

Wheat—Cash, No. 2 spring 76756771¼c;
No. 3 spring 76676¼g; No. 2 red 89½69
96%c; December closed at 1550; May
804,6080%3805%680%680%c; July 735%6
74%67-43c.

Corn—Cash, No. 2, 22¾c; December
closed at 22½c; January 236234%623c;
May 26346264%625%c.

749.46.743c. Corn—Cash. No. 2, 2234c; December closed at 2245c; January 236/2346/23c; May 2534/2546/254c. Oats—Cash. No. 2, 1745c; No. 2 white 234/622c; No. 3 white 176/174c; December 176/1746/17c; May 204/6/29746/204c. Ryc—No. 2, 394c. Harley—No. 2, nominal; No. 3, f. o, b. 256/374c; No. 4, f. o. b. 236/36c Flaxsced—No. 1, 756/774c.

Don't Scold about washing powders. If you feel like it, it's because you haven't got the right kind. Get Pearline, and see the difference. Pearline has been imitated - but never been equalled. There are all kinds of imitations; powders that save work, but ruin clothes; powders that don't hurt, and don't help you; powders that are cheap to begin with, but dear enough in the end. Try them all for yourself, if you won't take our word for it. But don't get them mixed up in

Send Peddlers and some unscrupulous grocers will tell you "this is as good as" or "the same as Pearline." IT'S FALSE—Pearline is never peddled, and it Back if your grocer sends you something in place of Pearline, be honest—it Back rend it back.

319 JAMES PYLE, New York.

Timothyseed-Prime, \$2.55@2.60. Mess Porta-Cash, per barrel, \$6.87½.@ 500; December closed at \$6.87½; Janu-ry \$7.60@7.65@7.62½; May \$7.87½@

your mind with Pearline.

7 95@7 92%. Lard—Cash, per 100 lbs., \$3 80@3 82%; December closed at \$3.75; January \$3 85@3 90@3 87%; May \$4 05@4 10@

Short Ribs—Cash, sides, \$38064 10; December closed at \$300; January \$38563 874473 8745; May \$40064 02468 40246 Dry salted shoulders 44@4%c.

Short clear sides 4645c. Whiskey—Distillers' finished goods, per gallon, \$118. Sugar—Cutloaf 5.26; granulated

553. Butter-Market stendy;creamery 1565 5c; datries 196618c. Cheese-Stendy at 814619c. Eggs-Weak; fresh 16c.

Eggs-Weak; fresh 16c,
NEW YORK-Flour, receipts 38,200
barrels; exports 5,412 barrels; market
quiet, but firmly held for both spring
and winter brands; winter patents
44 906 10; Minnesota patent 14 506
4 70; Minnesota bakers' \$2 406 10.
Wheat, receipts 38,200 bushels; exports
5,412 bushels; spot market firmer; No.
1 hard \$25kc; options strong on opening
and closed at \$460c not higher; No. 2,
red May closed at \$560c. Corn, receipts
31,200 bushels; exports 25,103 bushels;
spot market inactive; No. 2, 25c; options quiet, but very steady, closing
unchanged; May closed at 315c; December closed at 25c. Outs, receipts 264,
600 bushels; exports 5,200 bushels; spot

dull, demand shows no improven and unchanged. Sugar steady and changed. Butter easy, Æggs e Cheese firm and unchanged.

CINCINNATI.—Flour, light demand and easier. Wheat stronger; No. 2 red 3639c; receipts 3,000 bushels; shipment-67204c. Eye easier: No. 2 386/40c. Lard quiet at \$3.70. Bulkmeats dull at \$4.00. Hacon dull at \$4.5094 75. Whicky net-ive; sales 990 barrels at \$1.18. Butter dull. Sugar easier. Eggs dull and lower at 10@14c. Cheese, good demand.

PHILADELPHIA.—Butter dull and le lower; fancy western creamery 24c. Eggs dull and easier; fresh nearby 19c; do western 186/19c. Cheese steady and in fair demand. Refined sugars un-changed.

Live Stock.

Live Stock.

CHICAGO.—In the cattle market the week closes rather unsatisfactory, receipts having exceeded the demand all week. To-day's market was largely nominal, the few recelpts being disposed of at prices unchanged from yesterday's quotations. Heavy packing lots of nogs were unchanged, but light and medium weights were largely 2½c higher than yesterday. Hogs sold at \$3 006(3 45, largely at \$3 2063 35, with a good many heavy at \$3 1063 15. There were not enough sheep to make a market, and prices were little more than nominal at \$2 0062 56 for the flocks offered. Lambs sell at \$3 5065 10 and occasionally a fancy flock brings \$5 25.

Receipts: Cattle, 560 head; hogs, 15,000 head; sheep, 1,000 head.

EAST LIBERTY—Cattle steady; prime \$2 5064 50; feeders \$3 6062 50; bulls, stags and cows \$2 0063 40. Hogs steady; prime plays \$3 6063 55; best light Yorkers \$3 5563 60; common to fair Yorkers \$3 4563 50; best light Yorkers \$3 4563 50; best medium weights \$3 5063 55; heavy \$3 3063 40; roughs \$2 2563 60. Sheep steady; prime \$3 6063 70; fair \$2 5063 00; common \$2 0062 10; common to fair Yorkers \$3 4563 50; best light \$3 5063 55; receipts \$3,900 head; shipments 1,400 head.

NETAL.

Metals.

NEW YORK—Pig from quiet; southern \$11 006212 25; northern \$11 006213 00.
Copper quiet; lake brokers' 113cc. Tin plates quiet. Lead from, with demand showing considerable interest; brokers' are quacting at \$2.75 for domestic for round lots, either prompt or nearby delivery, although some cash higher prices are being asked.

OIL CITY-Credit balances \$1 01; cer-tificates \$1 00; shipments 31,307 bar-rels; cuns 56,443 barrels.

NEW YORK-Petroleum, Pennsylva-nia crude steady; January \$1 00 bid. Wool.

NEW YORK—Wool gulet; feece 15@20c; pulled 15@18c. EDUCATIONAL

WHEELING TECHNICAL SCHOOL AND BUSINESS INSTITUTE. +

Jasses in session in evening, 753-253. I particulars apply direct to UERHARDT NEILSON, dell Egerter Building, Second Ploo

MRS. HART'S

School for Young Ladies and Children, 1316 and 1318 Market Street.

WHEELING, W. VA.

Sixta annual session begins MONDAY, SEP. TEMBER 14, 1896, This school complete and thorough education in Practical ENGLISH, MATHEMATICS, ENGLISH CLASSICS, LAT ENGLISH, MATHEMATICS, INSCISH CLASSES, LATIS, MODERN LANGUAGES and ELECTION.

ART STUDIO, conducted by Mrs. Eva Hobbard, offers superior advantages for Pencil, Charcoal, Water Color, Crayon Drawings and

Boya received in the Primary and Intermediate Departments. For circulars or interview, apply to

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OSEPH J. SMITH. 1400 MARKET STREET. PRACTICAL SHOEMAKER.

Shors neatly repaired and half moled while you wait.

HALF SOLING (ProGGED 0.65e
AND HEELING, (SEWED 90c 1400 Market street, corner Fourteenth.

STEAMERS.



or passage telephone 530, CROCKARD & BOOTH,



AMAIN LINE EAST.
For Baltimore, Philadelphia and New York, Paidy except Sunday.
Gration Accommodation, 7:00 a. m., daily except Sunday.
Gration Accommodation, 7:00 p. m. daily.
From New York, Philadelphia and Baltimore, 8:20 a. m., daily.
Cumberland Express, 4:25 p. m., daily.
Cumberland Express, 4:25 p. m., daily.
Cumberland Accommodation, 7:25 p. m., except Sanday.

except Sunday.

Grafton Accommodation, 10:10 a. m.,

TRANS-O-HIO DIVISION.
For Columbus and Chicago, 7:25 a. m. and 3:45 p. m., daily.
Columbus and Cincinnati Express, 16:15 a. m. daily, 11:40 p. m. daily, except Saturday, and 2:40 a. m. Sunday only.
Sandusky Mail 10:15 a. m., daily.
Newark Accommodation, 5:19 p. m., daily, except Sunday.
St. Chairs-tile Accommodation, 10:15 a. m., and 3:10 p. m., except Sunday.
ARRIVE.
Chicago Express, 1:15 a. m. and 11:10 a. m., daily.

Chicago Express, 1:15 a. m. and 1:10 a. m., daily.
Cinclinnati Express, 5:05 a. m. and 5:30 p. m., daily.
Sandusky Mail, 5:30 p. m., daily.
Sandusky Mail, 5:30 p. m., daily.
Newark Accommodation, 10:55 a. m., daily except Sunday.
St. Clairsville Accommodation, 10:55 a. m. and 5:20 p. m., daily, except Sunday.
WHEELING & PITTSBURGH DIV.
For Pittsburgh, 5:10 and 7:00 a. m. and 5:40 p. m., daily, except Sunday.
For Pittsburgh and the East, 5:10 a. m. and 5:40 p. m., daily.
ARRIVE,

ARRIVE. ARRIVE.
From Pittsburgh, 10:10 a. m. and 6:55 p. m., daily; 11:20 p. m., daily; except Saturday, and 2:30 a. m., Sunday only; 12:30 p. m., except Sunday.
CHAS, O. SCULL, G. P. A.,
Battimore, Md.

OHIO RIVER RAILROAD CO. Time Table in effect July 12, 1895. *Daily, (Daily except Sunday, Eastern Time, South Bound, | 1 | 3 | 5 | 7

J. T. LANE, T. P. A. Wheeling, W. Va.

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Via C. & O. Ry, P. m. m.	KenovaAr.	*2:46	18:10	112	1112-15
Via C. & O. Ry. p. m. a. m. la. m. p. m. Kenova					
Kenova L.v. 2:55 *4:45 *2:55 Cincinnati, OAr. 7:00 *3:55 *7:00 P 7:00 P	Vin C. & O. Rv				
Cincinnati, OAr. 7:00 2. in. p. in. 7:00 2. in. p. in. 7:00 2. in. p. in. 7:00 p. in.		9.55	0.41.45		
Cincinnati, OAr. 7:00 *8:55 7:00 p. m. Lexington, Ky. Ar. 7:20 8:00 a. m. *7:20 p. m.	Accepta titioning	*.00			
Lexington, Ky. Ar. 7:20 9:00 a. m. 2.7:20	Circlemett O As	00	Ac		
Lexington, Ky. Ar. 7:20 9:00 a. m. 7:20	Cincinnata OAt.	4.00		TOOL.	
	Tarbuntan Ira ta		a. m.		p. m.
JOHN J. ARCHER, A. G. P. A.					
	JOHN J. AL	CHE	R. A.	G. P.	Α.
			**** ***	C41 A	***

GREAT FACILITIES FOR THE PROMPT COMPLETION OF ORDERS AT THEINTELLIGENCERION PRINTING OFFICE

RAILWAY TIME CARD.

Eastern Standard Time

The Cleveland, Lordin & Wheeling R. R. Schedule Effective November 22, 1896. Cleveland Depot Foot of South Water St GOING SOUTH-DEPART

a. m. a. m. p. n

a. m. a. m. p. m. geport. aily between points marked *

ort. Through connections and through ticket

FAST·TIME

PENNSYLVANIA SHORT LINES

LEAVE WHEELING 9:45 A. M., CITY TIME. DAILY EXCEPT SUNDAY, APPINO COLUMBERS 2:25 p. m., Arrive CINCINNATI 6:05 p. m., Arrive INDIANAPOLIS 10:15 p. m., Arrive ST. LOUIS 7:00 a. m.

OTHER TRAINS LEAVE WHEELING.

JOHN G. TOMLNSON,
Passenger and Ticket Agent, Wheeling,
W. Va.

Wheeling Bridge & Terminal Rv.

C. O. BREWSTER, Receiver,
Time Table No. 13, to take effect 12:01 a.
m., Sunday, November 13, 1895.
Leave Wheeling—18:09, 19:45, \$11:40 a. m.,
12:28, "215, 14:20, 19:09 p. m.
Leave Peninsula—18:08, 19:45, \$11:40 a. m.,
12:28, "212, 14:25, \$19:06 p. m.
Leave Martin's Ferry—18:12, \$9:57, \$11:50
a. m., 12:35, "232, 14:46, \$9:18 p. m.
Arrive Terminal Junction—18:17, \$10:03,
\$11:58 a. m., 12:35, "232, \$1:46, \$9:18 p. m.
Leave Martin's Ferry—18:18, \$9:07 a. m.,
12:36, \$1:36, \$1:36, \$1:36, \$1:41, \$1:51 p. m.
Leave Martin's Ferry—18:8, \$9:07 a. m.,
12:36, \$1:36, \$1:45, \$1:51 p. m.
Leave Peninsula—18:4, \$1:10 a. m., \$12:51,
\$1:11, \$1:12, \$1:31, \$1:10, \$1:20 a. m., \$12:51,
\$1:11, \$1:12, \$1:31, \$1:9:65 p. m.
Leave Peninsula—18:4, \$1:20 a. m., \$1:25,
\$1:11, \$1:21, \$1:31, \$1:9:65 p. m.
Daily, \$1:31, \$1:9:65 p. m.

Daily, \$1:31, \$1:9:65 p. m.

All trains will run on Eastern Time.

only.

All trains will run on Eastern Time.

J. E. TAUSSIG, Superintendent.

Stations.

nly, and on same days Train 4 and parts from Uhrichsville instead of Bridge

M. G. CARREL, General Pass.,
Cleveland, Ohlo.

M. G. CARREL, General Pass.,
Cleveland, Ohlo.

OVER .

PENNSYLVANIA DINING CAR

OTHER TRAINS LEAVE WHEELING.
For Steubenville and Pittsburgh 7:25 a.m. week days; for Pittsburgh and the East, and for Columbus and Chicago at 1:25 p.m. week days; for Fittsburgh. Harrisburg, Baltitvery for Fittsburgh. Harrisburg, Baltitvery for Fittsburgh at 2:25 p.m. week days; for Pittsburgh at 3:25 p.m. modally; for Pittsburgh at 3:20 p.m. week days. for Columbus, Dayton, Cincinnati, Indianspolts and St. Louis at 9:30 p.m. week days. City time.
Parlor Car to Pittsburgh on 3:25 p.m. and 7.p. m. Trains.
Persons contemplating a 1rip will find it profitable in pleasure and convenience to communicate with the understand, who will make all necessary arrangements for a delightful journey. Tiekets will be provided and bagsage checked through to destination.

JOHN G. TOMLNSON, Passenger and Ticket Arent. Wheeling.

RAILROADS.

Cleveland

GOING NORTH-DEPART

SPAN HANDLE ROUTE."

PENNSYLVANIA STANDARD

PULLMAN CARS FROM WHEELING JUNCTION THROUGH WITHOUT CHANGE.

Wheeling & Elm Grove Railroad.

C. O. BREWSTER, Receiver.

THE INTELLIGENCER PRINTING